

Vision 2040

Source: <http://www.psrc.org/growth/vision2040/pub/vision2040-document/>

VISION 2040 recognizes that businesses depend on a multimodal transportation system — serving both personal mobility and freight movement — as well as communications infrastructure to develop, support, and expand commercial relationships, move intermediate and finished products within the region, and support global trade and export activities.

VISION 2040 addresses the critical transportation function of moving freight, goods, and services. From the materials we use in our jobs to the food we eat, the goods we transport use a complex system of roadways, rail lines, and sea and air routes, as well as the intermodal terminals that connect them. As one of the world's global gateways and a major entry point into North America, the freight system in the Pacific Northwest reaches far beyond this region's boundaries and involves a mix of public and private ownership.

It provides a framework for long-range transportation planning in the region by integrating freight, ferries, highways, local roads, transit, bicycling, and walking. The regional perspective for transportation recognizes the critical link between transportation, land use planning, economic development, and the environment

One of the overarching Vision 2040 transportation goals set forth that *“The region will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the regional growth strategy and promotes economic and environmental vitality, and better public health.”*

Specific Freight-Related Policies included in Vision 2040

MPP-T-17: Ensure the freight system meets the needs of: (1) global gateways, (2) producer needs within the state and region, and (3) regional and local distribution.

MPP-T-18: Maintain and improve the existing multimodal freight transportation system in the region to increase reliability and efficiency and to prevent degradation of freight mobility.

MPP-T-19: Coordinate regional planning with railroad capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.